MAY 16 1919 

FORGING-MACHINING-HIGH EXPLOSIVE U. S. SHELL.

The steel billet is first apparent in an oblong shape, which is burnt by an acetylene torch, then broken by an hydraulic press to the proper length. It is then conveyed to a heater, from this to hydraulic press, which stamps it into rough shape, then to a lathe, which cuts off one end of rough shell. From here it is conveyed to a machine, which faces off the base of shell, next to lathe, which takes rough cut on inside, then to lathe, which turns finishing cut on inside. The following operation is a rough cut on outside and conveyed to nosing and hardening plant. First operation is turning off knob left by base turning machine from here it is placed in heater to prepare it for nosing in by hydraulic pressure. The entire nosing operation is performed in this one machine, here it is inspected by the Government.

After cooling the end of nose is faced, then it is conveyed to inspectors from where it is placed in heater for hardening. When at the proper heat, it is immersed in oil. Immerging from the oil it is placed in annealing furnace. After annealing it is allowed to cool from where it is conveyed to the Government inspectors for Brinelling test, then conveyed to machine for knurling base for coller ring. From here the shell travels to machine for rough cut on nosing, then to machine for cutting thread in end of nose for adapter. Grinding machinery follows, which grinds the finish on nose, then to grinders which finish the outside of shell. Passing through Government inspectors hands it is calibered and weighed. It then goes to hydraulic press where copper ring is pressed on. Passing from here to machine, where copper ring is faced. The shell is then tested under hydraulic pressure of 30000 pounds. From here the shell passes through a hot water washing compound. A groove is then cut into the base of shell for copper plate. After being weighed once more the copper plate is pressed in by hydraulic pressure and inspected by Government authorities, being rolled along a bench the adapter is placed in the nose of the shell. The actual machining process being finished, the inside of shell is varnished by an atomizer principal. This finished it passes into the Government bonding room where the Government inspectors view it once more also test adapters and their fitting into shell. From here it goes to a spraying machine where outside of shell is painted. It is then conveyed to car-loading platform.

The McMyler Interstate Co
Bedford Ohio

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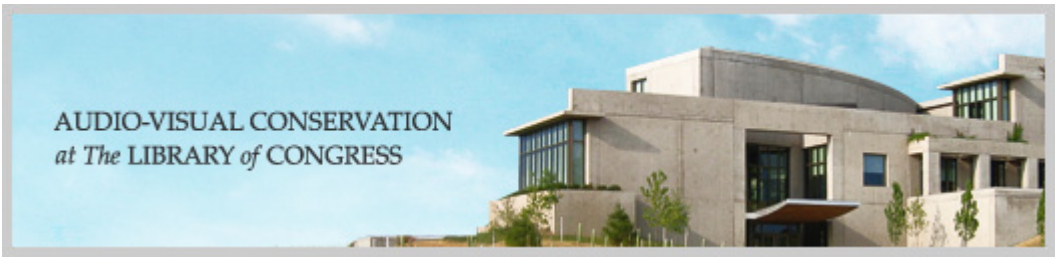


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